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No. 14,669 號十六日 陸千四萬一第一 日九初月三年春十三緒光 HONGKONG, THURSDAY, APRIL 13TH, 1905. 四拜祖 號三十月四年五零百九千一香港英 PRICE, \$3 PER MONTH.

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Hongkong, 1st March, 1905. [a2866]

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COMMISION AGENTS.

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Hongkong, 9th March, 1905. [a660]

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Hongkong, 21st September, 1903. [a22]

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Hongkong, 1st April, 1905. [a37]

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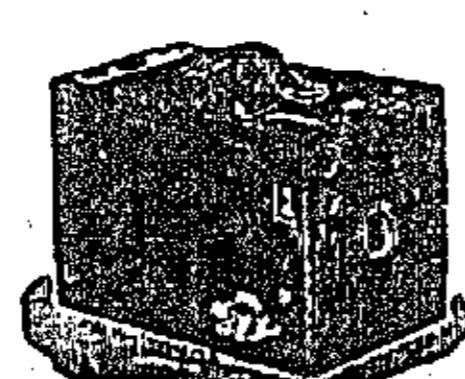
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Hongkong, 15th August, 1904. [a38]

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Hongkong, 11th April, 1905. [a36]

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[33]

NOTICE TO CORRESPONDENTS.
All communications relating to the news of China should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communication that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG OFFICE: 14, DESVREUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, APRIL 13TH, 1905.

ALTHOUGH the annual report of the Inspector General of Chinese Customs, concerning China's foreign trade, begins by the statement that the war's effect upon the trade has been "of minor importance," it would be improper to ignore the fact that its effect upon exchange has been great; and as the two are inseparable, the first statement appears to demand considerable qualification. It may be correct to call it an indirect effect of the war, when war causes violent fluctuations in exchange, and these again cause trade depression; but the connection is none the less real and intimate. Therefore we hope that the Chinese authorities will be duly impressed by the pregnant sentence in this report, that "no trade can stand such a strain under conditions in which even the wise foresight which settles exchange in advance may involve the operator in a heavy loss; and it is high time that all interested in the prosperity of the trade of China—governments, banks, importing and exporting merchants, guilds, jobbers, and retailers—used such influence as they possess to further any method of reform which will ensure stability of exchange." Unfortunately, there is too much attraction in the element of gambling so introduced, for some of the persons named, who might otherwise be able to impart advice in quarters where it would have influence. If certain merchants, and the banks, prefer the profits derivable from fluctuations of exchange to the increased and permanent earnings that would come from the increased trade consequent on a sound currency system, it is hardly to be wondered at that the

H.M.S. *Humber* and *Centurion* left port yesterday, and the *Andromeda* came out of dock.

The Nagasaki "Players" have also staged "Jane," the farce recently played in Hongkong.

An extraordinary general meeting of the members of Club Germania will be held next Tuesday.

The Japanese steamer *Kinki-maru* which stranded off Tsuchizaki, in Akita-ken, has been refloated.

The Amateur Dramatic Club are announced to give another performance of "A Summer's Day" on Saturday evening.

The steamers *Hardy* and *Chowchow* have been chartered to the Nippon Yusen Kaisha at Kobe for its North China service.

The Hongkong Schools' Sports will be held at the Race Course, Happy Valley, next Monday. The heats will be run off on Saturday.

The Japanese Courts have refused compensation to the relatives of an American missionary supposed to have been drowned on an O.S.K. boat.

The British steamers *Chenan*, *Anhui* and *Berwick*, have now been made regular liners in the Nippon Yusen Kaisha's Shanghai service.

The *Tai-tang* and the *Wineang* will run occasionally on the same line.

The cook's galley boiler on board the Swedish ss. *Victoria* exploded while she was passing through the Japanese Inland Sea. The flying debris injured the rigging, but no one was hurt.

Mario Corelli is among those who have uttered *obiter dicta* on the Russo-Japanese war. She is neutral, but sympathises with Russia, and hopes the war will do for Russia what the "Reign of Terror" did for France.

The port of Yinkow, on the Newchwang river, having been opened to trade by the Japanese military authorities on March 27th, 25 steamers, which had been awaiting the opening of the port at the mouth of the river, proceeded to Yinkow that day.

Chinese officials should continue to be attracted by such fortuitous windfalls as that apparent in the revenue of 1904. Changing the revenue into sterling terms, the report shows that in 1903 the revenue was, at the average exchange of that year, £4,028,355; and that last year, also at average exchange, it was £4,514,019. Expressed in these terms, a twelve per cent. increase is disclosed; counted in HK. Ts., the increase was only a three per cent. one. It is obvious that there was always a possibility of the exchange going against any such enhancement; and reversing the average rates of exchange for the two years, there would have appeared a serious decrease in revenue, even with the same actual three per cent. increase shown in tsuks. It appears self-evident that, having to calculate in such intricate ways, the margins provided for must always be greater than they need be under a stable currency. No doubt this is to some a feature which fosters complacency on account of the existing system, or lack of system; but, as the report points out, it is also a serious restraint upon trade. No real prosperity can therefore be looked for, out of China's trade with the outside world, until the money passing between the parties is made what it was intended to be, a truthful token of real values. Throughout this report, we have ample indication of China's natural riches. Why, then, is such a productive country not so well-off as its resources argue it should be? Because the price of Chinese products is not so much affected by the cost of production in China as by the price to be realised in the world markets. This price, which should naturally be ruled by the law of supply and demand, is constantly affected by the rise and fall, or anticipated rises and falls, of exchange rates. The man who produces the goods to be exported may not be a student of exchange peculiarities; but the innumerable middlemen who connect him finally with the foreign buyer are not ignorant of the opportunities afforded for making gains. Even in far-away Ch'ingting, in Szechuan, we are told, the exchange rates are received by telegraph; and the Chinese jobbers in the treaty ports, with whom the foreign buyer has to deal, miss none of those opportunities. As the volume of supplies from the interior depends entirely on the prices offered at the coast, and these prices depend on exchange, it is not difficult to see that the present system is not the one to encourage production for export. A fall in silver would seem to promise encouragement to the producer; but here again the middleman has to be reckoned with; and it is only too probable that any such advantage is retained by him as extra profit, until he becomes wise enough to see that a greater production means greater profit, and that it will pay him to advocate the abolition of the system that offers such temptations, in order to encourage the greater turn-over.

The launch *Ying Fat* with the mail, after having been on the rocks near Deep Bay and beached, arrived here from Shummen five hours late last evening.

Two coolies were yesterday fined \$15 each, with the alternative of a month's imprisonment, for being in the servants' quarters of the Peak Hotel without permission.

Mr. J. H. Kemp, (Assistant Registrar, acting as second Police Magistrate) left by the German Mail yesterday on leave, and is succeeded as Second Magistrate by Mr. Orme. While at home he intends to qualify for the Bar.

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The Nippon Yusen Kaisha has now 25 foreign steamers, of 59,097 tons, in its service, in addition to seven Japanese steamers of 14,575 tons also under charter. There are only 17 vessels of the company's fleet which are not requisitioned for the Government transport service.

Two Chinese who had been charged with larceny at Shanghai recently, and who had been acquitted for lack of evidence, were being detained in durance vile, until such time as they had disbursed what the common runner considered his perquisite in the way of "squares." Inspector Aires at once informed the preceding Magistrate, who severely reprimanded the offending runner and was understood to order that he should receive one hundred blows.

A letter from the Government of Bengal, to the Colonial Secretary, Hongkong, dated 23rd March, 1905, says:—In continuation of the letter from this Government, No. 88 Marine, dated the 13th January, I am directed to state for information that the regulations for the prevention of the introduction of plague by sea which were imposed in the ports of Orissa and Chittagong against vessels arriving from Hongkong, have been withdrawn.

The *Aichi* publishes a Tai-poh telegram stating that a tribe of aborigines at Tosselikku, Taichu prefecture, having become active of late, and several persons having been murdered, the authorities decided to send a punitive force. On Saturday last an expedition consisting of 150 policemen and Chinese assistants, with a number of guns, proceeded to the district occupied by the offenders, when 21 aborigines were killed and a number wounded. The expedition withdrew in the evening.—*Japan Chronicle*.

Yester afternoon Mr. H. E. Pollock, R.C., instructed by Mr. R. A. Harding, applied on behalf of the Chinese government, for the extradition of a Chinaman. Mr. Norman Ferrers, instructed by Mr. Otto Kong Sing, appeared for the defence. The charges were as follows:—That one Wong Kei-Chen, on the 26th August 1904 at Han Kai village in the Tung Koo district, Kwangtung, together with 150 policemen and Chinese assistants, with a number of guns, proceeded to the district occupied by the offenders, when 21 aborigines were killed and a number wounded. The expedition withdrew in the evening.—*Japan Chronicle*.

The Russian fleet having passed through the Straits of Malacca last Saturday might very well have already arrived at Saigon, but it is believed by some that they are in no hurry, as it is intended by Russian diplomats that peace must be declared before the meeting of the fleets, and that no great naval engagement will take place at all.

A pro-Japanese theory for the Baltic Fleet passing Malacca rather than going through the Straits of Stada is that an attack from the Japanese in this locality was feared, and that in such an eventuality it was contemplated to take refuge at Singapore, where, of course, the ships would have been put into sanctuary and dismantled. Japan, on the other hand, never contemplated giving battle in such an disadvantageous position.

Naval experts are of opinion that the engagement will take place to the eastward of Formosa, while the Baltic Fleet in steaming towards the region of Vladivostock. They draw vivid pictures of a night attack by Japanese torpedo boats and "North Sea" panic on board Russian ships.

The Russian fleet is not as strong as one would have expected in the way of torpedo boats.

So far, it is said, the probabilities are that the Baltic Fleet have not even scouted the Japanese cruiser.

In the event of Japanese warships being injured, the only port in Formosa where they could take refuge is Keelung. Only torpedo-boats and craft drawing about fifteen feet could enter Tamsui, and the ports in the Pescadores would not be much use for a similar reason.

The Baltic Fleet has but one course from Singapore to Saigon, for no object could be served by fooling about the open sea.

A man with knowledge of naval affairs, interviewed yesterday, said he could not agree with what seemed to be the general opinion, that Japan would entice the Russian ships as far north as possible. The Russian move would be to "kill time" in the south indefinitely, preparing the ships and waiting for reinforcements. His opinion was that Japan's best move is to strike at once. He said further that the value of torpedoes in modern warfare had been of late much exaggerated. They were effective at Port Arthur in the commencement of the war, but only on unprepared vessels, and vessels which, unlike some of the more modern craft, were only armoured above the water-line. At Port Arthur, for instance, about eight torpedoes were discharged against the *Saratov*, and only one of these pierced the torpedo nets. And that did not sink the ship. The *Saratov*'s armour, moreover, is not nearly so strong as that of others.

VLADIVOSTOK FLEET.

Japan has lost three or four warships, and her fighting strength to meet the Baltic Fleet is materially weakened by her having to keep several vessels behind to blockade Vladivostok.

The Vladivostok fleet consists of half a dozen submarine boats, which ought to be more effective when the ice clears away; three cruisers, the *Gremoboi* (armoured), *Rossia* (armoured) and *Bogatyr* (protected); and about twenty destroyers and torpedo boats. All three cruisers have exceptionally high speed.

THE THIRD BALTIc FLEET.

The fate of the third Baltic Fleet is still undecided. It consists of one battleship (the *Nicholas*), two cruisers, two coast defence vessels, a repairing vessel and half a dozen transports.

THE FOURTH BALTIc FLEET.

The fourth Baltic Fleet, now fitting out at St. Petersburg is said to consist of four new battleships and two or three new cruisers.

THE HONGKONG DAILY PRESS. THURSDAY, APRIL 13TH, 1905

TELEGRAMS.

[REUTER'S SERVICE.]

THE CHINESE IN THE TRANSVAAL

LONDON, 10th April.

Five hundred Chinese labourers broke out of the Jagersfontein Deep Mine yesterday, and were making for Johannesburg when they were driven back by the mounted police, who were stoned for three hours. The casualties are not serious. The Kaffirs assisted the police. Twenty-eight Chinese were arrested.

Mr. J. H. Kemp, (Assistant Registrar, acting as second Police Magistrate) left by the German Mail yesterday on leave, and is succeeded as Second Magistrate by Mr. Orme. While at home he intends to qualify for the Bar.

Mr. F. A. Hazelton yesterday sentenced twelve seaman of the Norwegian ss. *Cairo* to three weeks' imprisonment for refusing to proceed to Japan with a cargo of coal. The *Cairo* has shipped another crew, mostly Chinese, and proceeded on her voyage yesterday.

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The Nippon Yusen Kaisha has now 25 foreign steamers, of 59,097 tons, in its service, in addition to seven Japanese steamers of 14,575 tons also under charter. There are only 17 vessels of the company's fleet which are not requisitioned for the Government transport service.

Two coolies were yesterday fined \$15 each, with the alternative of a month's imprisonment, for being in the servants' quarters of the Peak Hotel without permission.

Mr. J. H. Kemp, (Assistant Registrar, acting as second Police Magistrate) left by the German Mail yesterday on leave, and is succeeded as Second Magistrate by Mr. Orme. While at home he intends to qualify for the Bar.

Mr. F. A. Hazelton yesterday sentenced twelve seaman of the Norwegian ss. *Cairo* to three weeks' imprisonment for refusing to proceed to Japan with a cargo of coal. The *Cairo* has shipped another crew, mostly Chinese, and proceeded on her voyage yesterday.

The *Japan Chronicle* records the death of Mr. James Green, one of the oldest foreign residents of Kobe. Mr. Green came to Hongkong hoping the change would benefit his health, and did feel better; but on his way back on the s.s. *Ko-ho* died, between Nagasaki and Kobe.

SHIPWRECKED SAILORS AT HONGKONG.

supplies. Rice bran was also imported to the amount of 2,311,658 piculs.

Cigars and cigarettes increased in value from 21 to 34 million taels; while household stores and wine, beer, and spirits, maintained the value of 1903.

Flour comes to us, for the most part, from Hongkong, but in bags with the imprint of American flouring mills; the quantity increased from 766,324 to 937,946 piculs.

Under dyed the only point to attract attention is the increase in the import of artificial indigo, from 11,818 to 15,819 piculs; vegetable indigo a Chinese product made foreign by passing through Hongkong, also increased it from 70,84 to 78,447 piculs. Other synthetic dyes maintained 1903 figures.

Kerosene oil continues its onward march, the total import having risen from 84,998,335 gallons in 1903 to the enormous figure of 156,891,235 gallons in 1904, an increase of 84 per cent.; to the total imports of the two years 1903 and 1904 American oil contributed 37 and 43 per cent., Russian 16 and 21 per cent., and Sunnara 47 and 35 per cent. respectively. Borneo oil, under that name, is much reduced, and California oil has made its first appearance.

Sugar of all kinds increased from 3,292,980 piculs in 1903 to 3,757,563 piculs.

Railway Plant was less at Hk. Tls. 6,046,459 in value, and other machinery increased in value by a fourth to Hk. Tls. 2,650,000.

By the addition of several categories of goods to the list of imports enumerated it was hoped that the value of those included under the heading "Sundries, Unenumerated" would be materially reduced. So rapid, however, is the development of trade in minor articles that the heading gives even a greater value than in 1903, having risen to Hk. Tls. 12,753,337. In this figure is included an exceptional sum of Hk. Tls. 1,038,016, the value of 3,310 piculs of Manchurian wild raw silk imported in Shanghai from Dalmatia and Port Arthur, and consequently treated, as far as native, as far as Foreign produce.

The transit of Forno-a-tea at Amoy was less than in 1903, the quantity re-exported having fallen from 143,890 piculs in 1902 to 119,488 piculs in 1903 and 101,761 piculs in 1904. The rest of the Re-export trade shows some development, having been, excluding Forno-a-tea, of a value of Hk. Tls. 9,438,240 against Hk. Tls. 6,522,062 in 1903, an increase due to an unusual return for cotton fabrics for Japan and Korea.

Exports.—The total value of exports was Hk. Tls. 229,456,683, an increase of 11 per cent. As has been noted, this is value f.o.b., whereas those of 1903 were based on the market price, and did not include charges for packing or shipping or duty, all of which are necessary ingredients in the value, the amount of the bank bill negotiated, required for international exchange; and during the past year special efforts were made at Shanghai—the port at which, whether as export or as re-export, is shipped over half the Native produce leaving China—but obtain the true values from the parts of original shipment. The value given above is to be compared with that given in the summary at the end of my Report for 1903, viz., Hk. Tls. 223,162, and, not with the total, Hk. Tls. 214,552,467, at the foot of the table of exports; and the inference must be that the export trade has not materially increased in value during the year. A study of the accompanying diagram shows the rise in importance during the last 4 years of goods other than silk and tea. In 1904, to a total of 51 million taels, silk contributed 24 per cent., tea 18 per cent., raw cotton (an exceptional exportation, owing to the American Civil War) 12 per cent., and all other goods six per cent.; in 1903, to a total of 42.3 million taels, silk contributed 33 per cent., tea 12 per cent., raw cotton three per cent., beans and beansakes three per cent., rice five per cent., and other goods 41 per cent.

In the enumeration of exports, tea is still given first place, on account of its past importance. The total shipments of all kinds amounted to 1,451,249 piculs, a decrease of 226,284 piculs. Black tea shows no diminution; green leaf fell off 60,474 piculs, fairly distributed over all the consuming markets; and brick tea, black and green together, accounts for the rest of the reduction, being less by 170,763 piculs. The lessened export of brick tea left a large quantity of dust available for black tea. The maintenance of the figures for black tea will teach the Chinese growers and packers a false lesson, in leading them to believe that they can retain their trade in the face of careless and unscientific methods of growing and preparation; they should remember that the restriction of the market for brick tea left more of the crop free for packing as leaf. Large shipments of green tea in the two previous years lessened the demand during the past year, and the reduction in the export of brick tea is explicable by the difficulty of transport to the consuming areas in Asiatic Russia.

Silk shipments increased to a satisfactory extent over 1903 figures, but in the important items of white and yellow, red did not attain to the already lowered figure of 19.2. The heavy reduction in the shipments of 1903 fell almost entirely on Shanghai, and in 1904 it was Shanghai which showed the greatest power of recuperation. Native readings of white silk, which there were reduced from 50,391 piculs, gave an insidious increase to 50,391 piculs. Pig iron, an inland industry, gives good promise, having risen from 18,635 piculs in 1903 to 201,845 piculs (12,000 tons) in 1904.

Sugar was again moderate in amount, 365,906 piculs for all kinds. Skin and furs, feathers, hides, mannequins, oils (expressed and essential), and opium are the principal other commodities to show much increase. The most marked decrease is in oil seeds (cotton, rape, and sesamum); the weather which gave such abundant crops of rice appears not to have been so good for these seeds, and the sharp rise in exchange doubtless lowered exporter's value below that at which producers would sell. Matting was exported to America in diminished quantity, owing to disputes resulting in a strike, between workmen and jobbers; the troubles were settled before the end of the year, and 1905 should show better results. Opium was exported to Tonkin to the amount of 5,179 piculs.

Shipping.—The tonnage entered and cleared was 63,774,706 tons, an increase of 6,484,317 tons. Of this increase, Chinese Native-type shipping accounted for 4,588,241 tons, due to the inclusion in the table for the first time of the tonnage entered at certain offices which contributed to the value of trade and to the revenue collected from it, but had not hitherto reported the tonnage which carried that trade; of these offices Kowloon and Lappa alone now report 3,735,516 tons, carrying trade valued at Hk. Tls. 61,506,698, contributing Hk. Tls. 701,053 to the revenue. The remainder of the increase, nearly two million tons, is the normal increase of vessels under the Foreign flag. Of the total, the British tonnage rose from 49 to 51½ per cent.; this, except for the Chinese flag, is the only increase in percentage, and the only considerable increase in tonnage, probably caused by the temporary substitution of British ships for those of the two beligerents, and partly by the tonnage required for the conveyance of 18,552 indentured

labourers from Chinawangtiao and Chefoo to South Africa. German tonnage, about the same in amount as in 1903, fell in percentage from 13 to 12. Japanese tonnage fell, by the withdrawal of much of the ocean shipping, to but little more than half of 1903 figures, but was maintained at 4,390,350 tons by vessels under that flag, employed solely within the neutral waters of China, the percentage fell from 14 to 6. The Russian flag contributed 36,273 tons, presumably in the first half of the year, again 563,903 tons in 1903. Of other flags, the French and Norwegian remained at two per cent. each, and the American rose to 1½ per cent. An analysis of the last named is possible and presents a characteristic phase of the carrying trade of the Chinese ports: the total entries of American ships at four coastal riverside ports averaged 14 tons, the figures being for the former 199 ships, or 453,603 tons register, and for the latter 27,407 ships, of 333,078 tons.

Treasure.—The amount of Treasure imported was Hk. Tls. 34,119,801, and of the export, Hk. Tls. 38,672,972, giving on the balance a net export of Hk. Tls. 4,553,711, as shown by the table on page 18. It must not be forgotten, however, the gold is to finance purposes in China as much merchandise as copper ingots, and the gold coin imported from Japan to the value of Hk. Tls. 9,677,132 (say, £1,490,000) must, from that point of view, be so considered, thereby increasing the net export of Treasure on balance to about Hk. Tls. 14,000,000. Of this gold coin, imported into Shanghai, two-thirds are still there in the shape of bars, lying like an incubus over the exchange market, awaiting a purchaser and forming no part of the liquid assets of the market, but available at any time to replace bills of exchange. It may be noted that at the close of the year and for some time in 1905 exchange rates (silver expressed in terms of gold) were from two to three per cent. below the point of exchange based on the price of bar silver. Uncoin gold, from the mines in the north, originating mainly in Tientsin and Chefoo, was exported to the value of Hk. Tls. 1,379,714; but there is no record of movement of gold from Szechuan.

Silver shows a movement of Hk. Tls. 23,118,638 imported and Hk. Tls. 37,128,368 exported two-thirds of the import coming from Hongkong, while Hongkong took three-fifths and Japan one-third of the export. Shanghai received Hk. Tls. 13,135,711, and sent away Hk. Tls. 17,147,642. The southern ports received Hk. Tls. 7,802,555 from, and shipped Hk. Tls. 19,635,795 to, their financial centre, Hongkong, both amounts being in coin; this constitutes the most serious drain on the banking reserves of the Empire, but no published statistics exist to give the further movement of the funds: this drain is, however, counterbalanced by the coin brought in by returning emigrants, estimated at Hk. Tls. 10,000,000. The recorded movement from Nanking was almost nil, a mere Hk. Tls. 230,000 to Chinese ports, while imports at that port, from Chefoo and Shanghai, were Hk. Tls. 620,200 in silver and Hk. Tls. 941,643 in coin. Tientsin received Hk. Tls. 554,051 from Hongkong, and Hk. Tls. 3,924,956 in silver and Hk. Tls. 1,264,667 in coin from Chefoo and Shanghai; while shipments to the latter ports were Hk. Tls. 5,891,049, almost all silver. It is to be noted that the ordinary requirements of trade in the North call for silver and not coin. Pictures *de commerce* to a value of Hk. Tls. 1,169,071 were imported from Tonkin into Munging, presumably for railway construction.

I have been favoured with a statement of the estimated import and export of Treasure at Hongkong during 1904, from which I deduce the following figures for the movement at that port:—

	IMPORT.	EXPORT.
	Gold. Silver.	Gold. Silver.
Hk. Tls.	Hk. Tls.	Hk. Tls.
Chinae }	1,356,650 22,730,450	102,039 16,764,221
Nan-Chi- nese ports }	11,503,75 3,860,940	9,636,465 3,137,450
	12,790,421 32,410,808	9,823,454 19,901,671
Total Hk. Tls.	45,260,819	21,725,125

* Including inconsiderable quantities to and from Macao.

Accepting these figures as correct, there was a gain to the banking reserves of Hongkong during the year of gold and silver amounting in value to Hk. Tls. 15,475,834, or about 23 million dollars, of which nearly 19 million dollars were in silver. This is not inherently impossible: the dollars serving the trade of South China are generally chopped, and so are available for shipment outside the area only as much bullion; and, with constant robberies from Native craft in the Canton waters, it is not likely that there was much unrecorded shipment by junk. On the basis of these figures the movement of treasure between the commercial areas, including Hongkong and the Chinese ports, and all points outside that area, was as follows:—

	IMPORT.	EXPORT.
	Gold. Silver.	Gold. Silver.
Hk. Tls.	Hk. Tls.	Hk. Tls.
Chinae }	9,537,831 6,754,415	107,779 14,377,910
Hongkong 11,503,765	9,636,040	9,636,465 3,137,450
	21,241,810 16,414,354	9,823,244 17,515,360
Total Hk. Tls.	37,665,471	27,343,094

+ Including inconsiderable quantities to and from Macao.

I give these figures with all reserve; but accepting them, the commercial area lost a little over one million taels in the metal, silver, forming the currency of the Far East (again not including emigrant funds), and retained on balance 1½ million taels in value (about £1,650,000) of the commodity gold.

INDIA'S COTTON INDUSTRY.

The development of the cotton industry in India, remarks the *Seattle Post-Intelligencer*, in comparison with the United States is a matter of concern to our producers, as well as of general interest to all.

The United States ranks first as a cotton producer, India stands second and Egypt third on the list of cotton growing countries. The American crop has averaged for ten years about 10 million bales, India two million and Egypt one million. Cotton manufacturing and its growth is best indicated by the spindles in operation. In the United States in 1893-4 there were 15,700,000. Ten years later these had increased to 22,550,000, an average yearly increase of 715,000. In India the total number of spindles in 1893-4 was 3,539,681. In 1903-4 these had increased to 5,213,344, a yearly average of 167,000.

But India, with 300,000,000 people demanding cotton manufactures, with its cheap labour, and ready command of British capital, exported in 1903-4 888,281,000 pounds of raw cotton, 232,000,000 pounds of twist and yarn, and 76,000,000 yards of cotton piece goods, and imported 2,033,000,000 yards. In other words, it exported one-half its raw cotton, and \$33,400,000 worth of cotton manufactures, and imported cotton piece goods to the amount of \$33,500,000.

I put on bodies of white *gros de Tours* silk (I had a very good figure at that time), with a petticoat of the same over a very small hoop. I put up my hair, which was very long, thick, and beautiful, at the back of my head, and tied it with a white ribbon *queue de renard*.

I set one rose, with its bud and leaves, exact imitations of nature, in my hair, and another in my corsage.

A ruff of very white guaze was about my neck, and I wore cuffs and apron of the same guaze. . . . I never in my life

had a petticoat of the same over a very small hoop.

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NEW ADVERTISEMENTS

M^r. W. GRAGE, Hamburg, Neuerwall,
22, formerly of Messrs. Arnold,
Karborg & Co., Shanghai, wishes to enter
into business connection with China firms to
act as their agent in Hamburg, both for
imports and exports.
Hongkong, 13th April, 1905. [979]

NOTICE.

M^r. E. J. MOSES has Authority to Sign
our Firm from this date.
TOEG & READ.
Hongkong, 12th April, 1905. [976]

NOTICE.

THE HONGKONG SCHOOLS' SPORTS
will be held at the RACE COURSE
HAPPY VALLEY, on MONDAY, April 17th.
Means to be run off on SATURDAY,
April 15th.
Hongkong, 13th April, 1905. [977]

WANTED.

A GOOD NON-CHINESE CLERK.
A neat Worker and Quick at Figures.
Must take up situation immediately. Apply in
person with specimen of handwriting to—
THE SECRETARY,
Dairy Farm Co., Ltd.
Hongkong, 13th April, 1905. [978]

FOR SALE OR TO LET.

MARTINHOE.—A FIVE ROOM BUN-
GALOW on Barker Road, the Peak,
commanding a splendid View of the Harbour,
and only a short distance from the Plantation
Road Station.
Apply to—

J. S. VAN BUREN,
20, Des Voeux Road.
Hongkong, 13th April, 1905. [980]

TO LET UNFURNISHED—From 1st May.

DESIRABLE RESIDENCE in Barker
Road, The Peak, No. 134, containing 2
Reception and 4 good Bedrooms, excellent Bath
Rooms and Servants' Quarters; present occupier
leaving the Colony.
Apply to—

B. C. B.
Care of Daily Press Office.
Hongkong, 13th April, 1905. [981]

CLUB GERMANIA, HONGKONG.

A N EXTRAORDINARY GENERAL
MEETING of the Members of the Club
Germany will be held in the CLUB HOUSE,
on TUESDAY, the 13th April, 1905, at
5.30 P.M.
By Order,

G. FRIESLAND,
Hon. Secretary.
Hongkong, 13th April, 1904. [982]

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC
CLUB.

ONE SUMMER'S DAY
A COMEDY IN 3 ACTS,
by H. V. EDMOND,
will be repeated
On SATURDAY, 15TH APRIL, 1905.

PRICES... \$3, \$2 & \$1.

Sailors and Soldiers in uniform Half-Price
to Pit Stall and Pit.

Booking Office at ROBINSON PIANO
COMPANY, open from Noon, To-day.

ARTHUR CHAPMAN,
Business Manager.
Hongkong, 13th April, 1905. [983]

THE INSITUTION OF ENGINEERS
AND SHIPBUILDERS OF
HONGKONG
(INCORPORATED 1891).

NOTICE.

A FAREWELL SMOKING CONCERT,
in honour of Mr. N. MUMFORD, on the
occasion of his taking his final departure from
the Colony, will be given in the Room of the
Institution, No. 4, Des Voeux Road, on
SATURDAY, 15th APRIL, to commence at
8.45 P.M.

During the evening, Mr. MUMFORD will be
presented, on behalf of the Members, with an
Illuminated Address.

Several talented local gentlemen have volun-
teered their services, and indications from all
sources show that a very successful gathering
may be anticipated.

Tickets for admission, price One Dollar each,
may be obtained from the Manager or Office
Bearers.

DAVID J. LENNOX,
Secretary and Manager.
Hongkong, 13th April, 1905. [984]

FOR KOHE (DIRECT).

THE Norwegian Steamship
"SPIL,"

Captain A. Stein will be despatched for the
above port TO-MORROW, the 14th inst., at
5 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Agents.
Hongkong, 13th April, 1905. [985]

THE EAST ASIATIC COMPANY,
LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"SIAM,"

of the EAST ASIATIC COMPANY, LIMITED,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 1 P.M.,
THIS AFTERNOON, the 12th inst.

No Chains will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 17th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on Monday, the 17th inst., at
9.30 A.M.

All Claims must reach us before the 24th
inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
undersigned.

MELCHERS & CO.,
Agents.

Hongkong, 12th April, 1905. [975]

NEW ADVERTISEMENTS

THE HONGKONG, CANTON & MACAO
STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

Commencing on SUNDAY, the 16th April,
and until further notice.

THE Steamship

"HONAM,"

will (weather permitting) make a Special Trip
every Sunday to Macao and back.

Hours of departure: From Hongkong 9 A.M.
From Macao 7 P.M.

Return fare—First Class \$4.00. Second
Class \$2.00. Children under 12 half price.

Tickets may be obtained at the Office of the
Company, or on board the steamer. NO
CHITS will be accepted, and servants' passages
must be paid for.

T. ARNOLD,
Secretary.

Hongkong, 13th April, 1905. [983]

NOTICE.

M^r. E. J. MOSES has Authority to Sign
our Firm from this date.

TOEG & READ.

Hongkong, 12th April, 1905. [976]

NOTICE.

THE Business of a Solicitor Proctor and
Notary Public heretofore carried on by
me at Nos. 38, 41 and 43, Des Voeux Road,
under the name of GEO. K. HALL BRUTTON,
will as from this date be carried on under
the name of BRUTTON, HETT and
GOLDRING.

GEO. K. HALL BRUTTON.

Hongkong, 10th April, 1905. [980]

NOTICE.

HONGKONG CLUB.

NOTICE.

THE NINETEENTH YEARLY
GENERAL MEETING of the
Members of the Hongkong Club will be held
in the Club House, on THURSDAY, the 26th
April, 1905, at 5 P.M.

By Order,

C. H. GRACE,
Secretary.

Hongkong, 12th April, 1905. [979]

NOTICE.

THE HONGKONG LICENSED PILOTS'
ASSOCIATION have this Day RE-
MOVED their OFFICE to FIRST FLOOR
of Nos. 15, 16 and 17, CONNAUGHT ROAD
CENTRAL.

Hongkong, 5th April, 1905. [931]

NOTICE.

RORBERT CRAWFORD'S
C. C. C. WHISKY,

Prijs \$10 Per Dozen.

Sole Agent:

KWAN TYE,

110, Queen's Road Central.

Hongkong, 12th April, 1905. [969]

NOTICE.

MANUFACTURERS AND DEALERS IN
LADIES' AND CHILDREN'S
UNDERWEAR,

EMBROIDERIES, LACES, SILK, PONGEE,
GRASS LINEN, SHAWLS, HANDKERCHIEFS
BLANKETS, TRUNKS,

EBONY FURNITURE AND FANCY GOODS

No. 82, QUEEN'S ROAD CENTRAL,

Any Order Promptly Attended To.

Hongkong, 12th January, 1905. [930]

NOTICE.

SILK-COVERED SADDLE BACK
DRAWING ROOM SUITE (American
make). MOROCCO-COVERED DINING
ROOM SUITE, TEAKWOOD EXTEN-
SION DINING TABLE, IMPERIAL
DINNER SERVICE, SILVER WARE,
CANTON CARVED BLACKWOOD
DOUBLE BEDSTEAD, FLOWER and
CURIO STANDS, SIDE SOFA'S,
CHAIRS, JADESTONE PLATES and
ORNAMENTS, OLD PEKIN CLO-
SONG WARE, DOUBLE BRASS BED-
STEAD, MADDLE-TOP WASHSTANDS
&c. &c. &c.

Also

A Large Assortment of Valuable
CHINA WARE.

Particulars as per Catalogues.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 8th April, 1905. [911]

NOTICE.

THE Undersigned have received instructions
from NEWMAN MUMFORD, Esq., to Sell by
Public Auction.

TO-MORROW (FRIDAY),

the 14th April, 1905, at 2 P.M., within his
residence, STORE BUNGALOW EAST, the Peak,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Comprising—

TEAKWOOD EXTENSION DINING
TABLE and CHAIRS, TEAKWOOD
HATSTANDS with GLASS, SINGLE
IRON BEDSTEADS with WIRES and
HAIR MATTRESSES, TEAKWOOD
WADEBROD with GLASS, TAPESTRY-
COVERED DRAWING ROOM SUITE,
PICTURES, MARBLE-TOP WASH-
STANDS, COOKING STOVE and UTEN-
SILS, &c. &c. &c.

Also

One COTTAGE PIANO by CHAPPELL & CO.,
London, (in Good Order and Condition).

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 14th April, 1905. [944]

NOTICE.

THE Undersigned have received instructions
from A. LEVY, Esq., to Sell by Public
Auction.

TO-MORROW (FRIDAY),

the 14th April, 1905, commencing at 2.30 P.M.,
at his Residence, 13, WYNDHAM STREET,
HIS VERY FINE COLLECTION OF
CURIOS AND ANTIQUITIES,
Comprising—

RARE SPECIMENS OF LACQUER
WARE, SATSUMA, BRONZES, LARGE
IVORY CARVINGS, SILVER CLO-
SONNE, JADE, &c. &c.

Also

A FEW PIECES OF
DIAMOND JEWELLERY AND SUNSET
PEARLS,

And

A QUANTITY OF
HOUSEHOLD FURNITURE.
1 COTTAGE PIANO (nearly new).

3 IRON SAFES (English).

On View from Thursday, the 13th April, 1905.

TERMS:—As Customary.

GEO. F. LAMMERT,
Auctioneer.

Hongkong, 11th April, 1905. [956]

NOTICE.

THE HONGKONG & SHANGHAI BANKING
CORPORATION.

TO BE SOLD BY PUBLIC AUCTION.

BY Order of the Supreme Court of Hong-
kong.

VALUABLE LEASEHOLD PROPERTY,
Situate at

PARK VIEW, LITTLETON ROAD, Victoria,
MONDAY,

the 1st MAY, 1905, at 3 P.M.,
at Messrs. HUGHES & HOUCHIN'S ROOMS,
Des Voeux Road, Central.

All That Piece of Ground situate lying and
being at Victoria in the Colony of Hongkong
and registered in the Land Office as the
Remaining Portion of Inland Lot No. 1216
containing by measurements 75,291 square
feet together with the Measurements thereon
known as No. 1, 2, 3, 4, 5 & 6, Park View,
Lyttleton Road, Victoria.

For further particulars, apply to

ROBINSON PIANO Co. LTD.

THE
PREMIER PIANO
FIRM AND THE
ONLY PIANO SPECIALISTS

IN HONGKONG: NOT
MERE DEALERS, BUY-
ING AT ONE PRICE AND
SELLING AT ANOTHER.

BUT
PRACTICAL EXPERTS
AND
MANUFACTURERS
DEVOURED EXCLUSIVELY
TO THE MUSICAL
INSTRUMENT TRADE.

These are
FACTS OF THE

FIRST IMPORTANCE
TO PIANO BUYERS.

This Company is also by far
the LARGEST PIANO BUYER
IN CHINA and gives the most
SOLID VALUES and a
Wide Selection of Makes
Chosen at the Factories and
ABSOLUTELY GUARANTEED.

Hongkong, 6th April, 1905. [603]

**MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used.

NEW DOCK NOW OPEN.

DOCK No. 1.
Extreme Length... 722 feet.
Length on Blocks... 714
Width of Entrance on Top... 568
Width of Entrance on Bottom... 583
Water on Blocks at Spring Tide 341

DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide 22

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.
THE WORKS are well equipped with
LATEST PLANTS and APPLIANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept at hand.
The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 760 I.H.P.)
specially built for SALVAGE PURPOSES
and speeded with necessary gear, always ready a
Short Notice. [132]

S I E N T I N G .
SURGEON DENTIST,
No. 10, AGUILAR STREET

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

**MAIL TABLES
FOR 1905.**

Showing the dates of departure of the Mails
to Europe and America, and the dates of their
expected arrival at their destination, as well as
the dates of departure of the Mails from Europe
and America and the dates on which they are
due to reach Hongkong. A Special Table is
devoted to the Parcels Post to and from
England.

Mounted on Card ... 30 Cents
On Paper ... 20

On Sale at the Hongkong Daily Press Office.
Hongkong, 10th February, 1905.

LIVER DISORDER CURED.

ANOTHER TRIUMPH FOR BILE BEANS.
When the system becomes loaded with
impurities the liver is unable to perform its
task of circulating pure blood throughout the
body. The result is that the whole system is
deranged, the blood becomes foul, and the
disorder spreads through the whole body, giving
rise to skin discolourings, and discolorations.
A certain cure for this ailment is found in Bile
Beans, which thoroughly cleanse the polluted
system, and assist the liver in its work.

Miss F. A. Adam, of New Street, Wimborne,
Dorset, Wiltshire, England, says—“About two years ago I contracted a chill which settled on my liver. I gradually grew weak and feverish and my breathing became very difficult. I lost all my color and became so weak and listless that I ceased to take interest in anything.

I consulted a doctor, who having examined me, said I was suffering from liver complaint, while at the same time my heart was also in a very bad state. He prescribed for me, but his medicines did not do me a bit of good. I then went to Salisbury Infirmary where I was treated as an out-patient, but though I attended I was three months, I got no better and almost gave up hope of ever being well again. The pains I suffered in my head were dreadful. If I stopped down I felt sick and my head seemed as if it would split open. For months I was like this and at last had to take to my bed. The neighbors all said I was dying and I certainly looked like it.

One day a friend of mine sent me a bottle of Bile Beans. I began to take them, and very soon perceived an improvement in my condition. My color returned. I began to enjoy my food, a thing I had not done for two years; my breathing got better and in fact I felt stronger altogether. I continued to take the Beans with returning hope and confidence and they have now completely cured me. I am fully convinced that I should not be alive now but for Bile Beans and I shall never cease to recommend them to all whom I come in contact.”

Bile Beans are a certain cure for indigestion, debility, biliousness, constipation, piles, nervousness, anemia, female ailments, weakness, neuralgia, pains in the back, rheumatism, loss of appetite, liver complaint, headache, flatulence, pimples, and skin eruptions. Obtainable of all chemists and medicine vendors. Price 7s 6d (Mex.) per bottle. [80-15]

INTIMATIONS



SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the Domestic Cleanliness and Ventilation Bye-laws (as amended) every domestic building or part of such building within the Central Division of the City of Victoria and the Western Division of Kau-lung occupied by members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of March and April.

N.B.—The word “throughout” used in this notice means that the houses should be lime-washed in respect of all the walls of each Room and Staircase, all Cubicle partitions, Stair Ceilings and Stair Linings, all Ceilings and the undersides of Roofs both in main buildings, Offices and Servants’ Quarters and inclusive of Verandahs.

The Backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed but must be cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverley Street on the West. Kau-lung is divided into the Eastern and the Western divisions by Robinson Road a straight line drawn from the north end thereof through the Yuanti service reservoir to the northern boundary of Kau-lung.

Dated this 31st day of March, 1905.

G. N. OBME,
Secretary.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE IS HEREBY GIVEN that HANG HING carrying on business at No. 4, Connaught Road West, Victoria, in the Colony of Hongkong, and elsewhere as Tea Merchants have on the 17th day of December, 1904, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARKS:

1. The representation of Two Phoenixes with Spread Wings, each with a wing crossed with a wing of the other and each standing on one leg on a rock facing each other; between their heads is a representation of the sun.

2. A fancy design on which is depicted a Fancy Scroll with the character “H.” written on it meaning “HANG HING.”

Underneath the scroll is the representation of Two Phoenixes facing each other with Spread Wings, each with a wing crossed with a wing of the other and each with long tails practically forming a circle and in the centre of the circle so formed is a representation of the sun; below which is a scroll on which appear two letters “H. H.” in the name of HANG HING who claims to be the proprietors thereof.

Both the above TRADE MARKS have been used by the applicant since the month of May, 1902, in respect of the following goods:

TEA IN CLASSE 42.

Facsimiles of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the under-signed.

Dated the 12th day of January, 1905.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,

3, Des Voeux Road Central,
Hongkong.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have 1,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday excepted to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. [5]

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 m.m.

With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900. [25]

BRITISH NAVAL ORGANISATION.

The effects in the Far East of British naval changes are still the theme of disapproving critics. The N.C. Daily News says:

Admiral Sir John Fisher seems to be a man of one idea, and there is nothing more dangerous than a man of one idea who is able and strong enough to impose his idea on all those above as well as under him. We have already remarked on the injury that Admiral Fisher is doing to our prestige and position in the Far East by his swooping reductions in the British naval force in these waters; his policy will of course, be reversed when consideration has supervened on the blind admiration with which Sir John Fisher is regarded for the moment. There is natural great discontent in Canton with his sudden abandonment of Trincomalee; and we note that General Slade, Director-General of Artillery, who has been visiting our Eastern and Far Eastern Colonies to report on our defences, has given his views on the abandonment of Trincomalee to a representative of the Times of Ceylon. He said—

“I cannot for the life of me understand why so important a defended port and port of refuge

which does not possess these important accessories. Great Britain is unique in this respect. Take the route to the East. Our first

coaling station from Portsmouth is Gibraltar.

Then comes Malta, and after that Port Said.

Aden is a port of refuge, and the next coaling

station is Trincomalee. Thus comes Singapore,

and lastly Hongkong. It is a marvellous series of convenient stations, where our ships

can always get coal and take refuge in case of necessity. And yet Trincomalee, one of the finest harbours in the world, and the central

station of the series, has just been evacuated;

is abandoned! What is the use of Colombo?

You might put a few light craft in here, a

stray cruiser or two, but in Trincomalee, as you

know, a battleship can be easily sunk from

the jetties with ease. But more than that,

there is no port in the world more strongly

fortified than Trincomalee. All the most

modern armament is there; forts built

on the latest scientific principles, electric

light available, and everything else which could

add strength to a position admirably adapted

by its natural position for the purpose for which it was built a few weeks ago destined.

Why the very test shots for the mark-10 guns have not yet been fired, and the place is deserted.

Look at the deplorable condition of Russel

for want of a port such as Trincomalee. The

situation for her is impossible, and there is not

a Naval Power at the present moment besides

England which would not be similarly situated

under like circumstances. What is the

value of Trincomalee? You ask what is the

particular value of Trincomalee. That is very

easily answered—it is a defended harbour and a

port of refuge, and the only one of its kind in

Eastern waters. There is no other

place whether our men-of-war, if disabled, could

with safety proceed; Colombo is useless for the

purpose.”

THE RUSSIAN SQUADRONS.

The eleven ships of the Hamburg-American Line which were sold indirectly to Russia will remain at Hamburg, instead of joining the third Baltic Squadron, as was originally intended.

The preparations on board the steamship *Belgaria* which was to have started first, have been suddenly stopped, and the other steamships, which were to have followed the *Belgaria*, have left off taking in stores and provisions.

Men have been working night and day on board for the third Baltic Squadron, but these preparations have also been suspended.

The crew which had been engaged to man the ships under the Russian flag have been discharged with a grudge.

Various and conflicting explanations are given to account for this change of plan.

The *Hamburger Fremdenblatt* states that the Russian Government will not buy the steamships at all, but will return them through the intermediary agent to the Hamburg-American Company, at the same time paying a heavy compensation for breach of contract.

According to another report, they still belong to the Russian Government, and will stay at Hamburg pending the decision of the Russian Admiralty.

The Hamburg-American Company, however, confirms the statement that the sale of steamships has not taken place, from which it may be inferred that the Russian Government has cancelled the original agreement.

As to the motives which have influenced the Russian Government, several conjectures are current.

It is said, for instance, that Russia

has resolved to recall the third squadron,

in consequence of which decision the auxiliary ships which were to accompany it on its voyage to the Far East have become superfluous.

According to another version the German Government has interfered to prevent the sale of the steamships, on the ground that it would be a breach of neutrality.

This, however, appears improbable, as both the Hamburg-American Company and the North German Lloyd have sold steam liners to Russia since the outbreak of hostilities, for service as auxiliary cruisers, without any interference from the German Government.

The sale of these eleven steamships to Russia compelled the Hamburg-American Company to charter steamships belonging to other owners, in order to maintain its regular steamship service to Boston, Philadelphia, Baltimore, and New Orleans, during March, April, and May.

—Standard.

GARRISON ORDERS.

HEAD QUARTERS,
HONGKONG, 12th April, 1905.

Leave—No. 1. Leave of absence on private affairs to England pending retirement has been granted to Colonel W. E. Webb, R.A.M.C., Principal Medical Officer, South China, from 13th April to 19th July 1905. (II). Leave

of absence to the neighbouring countries has been granted to Captain C. K. Bushe, R.H.S.R.G.A., at the recommendation of a Medical Board from 26th April to 26th December, 1905. (III). Leave of absence to the neighbouring countries has been granted to Captain J. H. Casselly, 119th Infantry, from 12th April to 21st April 1905. (IV). Leave of absence to the neighbouring countries has been granted to Lieut.-Colonel P. W. J. Caulfield, 110th Madras Light Infantry, from 12th to 15th April 1905.

Arrivals—No. 2. One N.C.O. and four privates 2nd Royal West Kent Regiment arrived on the 10th instant per ss. *Wosang* from Tientsin. (Prisoners and escort).

Departure—No. 3 Captain P. W. North, Royal Berkshires Regiment, left on the 11th instant per ss. *Prinz Waldemar* for Yokohama for duty.

SHIPPING.

ARRIVALS.

CARL DIERDORFFER, German str., 774, H. Schilke, 11th April—Haiphong 8th April, General—Johsen & Co.
FOODING, British str., 1,423, T. Arthur, 12th April—Samarang 3rd April, Sugar and Cotton—Jardine, Matheson & Co.
MANIA, British str., 2,711, H. G. H. Lewellen, 11th April—Yokohama 28th Mar., General P. & O. S. N. Co.
WONGKEI, German str., 1,115, W. Bohr, 11th April—Bangkok 4th April, Rice—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
12th April.
Cairo, Norwegian str., for Sasebo.
Germania, German str., for Haiphong.
Johanne, German str., for Swatow.
Siam, Daishir str., for Yokohama.

DEPARTURES.

12th April.
HAICHUNG, British str., for Swatow.
KING ROBERT, British str., for Calcutta.
LISBON, British str., for Calcutta.
LIMA, Swedish str., for Kobe.
PETRANULOK, German str., for Straits.
PRINZ HENRICH, German str., for Europe.
SKRANSAND, Norwegian str., for Kobe.

SHIPPING REPORT.

The British str. *Fouling* reports: Moderate winds and fine weather throughout.

VESSELS IN DOCK.

12th April.
ABERDEEN DOCKS.—Spir. KOWLOON DOCK—U.S.S. Date, U.S.S. Dasher, Ensign H.M.S. Furne, Kinshasa.
COSMOPOLITAN DOCK—

VESSELS ON THE BERTH

FOR SHANGHAI AND MOJI.

THE Steamship
"ARRATOON APCAR,"
Captain E. Fey, will be despatched for the above ports TO-MORROW, the 14th inst., at 11 A.M.
For Freight or Passage, apply to
DAVID STATION & CO., LTD., Agents.

Hongkong, 12th April, 1905. 971

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX,
NEAR AND BLACK SEA
PORTS.

TONKIN.

Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 18th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:
SS. "ARMAND BEHIC" ... 2nd May.
SS. "DUMBER" ... 16th May.
SS. "ERNEST SIMONS" ... 30th May.
G. de CHAMPEAUX, Agent.

Hongkong, 5th April, 1905. 92

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"BENALDER," Captain McIntosh, will be despatched as above on or about the 5th May.

For Freight, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 12th April, 1905. 972

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at POET DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched for the above ports on SATURDAY, the 6th May, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 12th April, 1905. 973

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE
via NEW GUINEA.

STEAM FOR
FRIEDRICH-WILHELMSHAFEN,
HERBERTSHOELE, MATUFI, BEIR,
BANE, SYDNEY and MELBOURNE.
On TUESDAY, the 2nd May, 1905, at NOON,
the Steamer "PRINZ WALDEMAR,"
Capt. von Woltens, with Mail, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD,
For further Particulars, apply to
MELCHERS & CO., Agents.

Hongkong, 8th April, 1905. 935

NATAL, LINE OF STEAMERS.

THE Undesignated GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THE THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with
CHINA-SOUTH NAVIGATION CO.'S forthcoming
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1905.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIROGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN."

Captain Dahl, due here with the outward
Geman Mail about WEDNESDAY, 1 AM,
will leave for the above places about 12/34
hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., Agents.

Hongkong, 16th April, 1905. 15.

FOR MARSEILLES, LONDON AND
ANTWERP,
VIA SINGAPORE, PENANG, COLOMBO AND
PORT SAID.

THE Buckland Line Steamship

"BAROTSE."

Captain A. Lee, will be despatched as above
on SUNDAY, the 16th inst., at 4 P.M.
For Freight, apply to
NIPPON YUSEN KAISHA.

Agents.

Hongkong, 5th April, 1905. 901

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABA
COAST).

PROPOSED SAILINGS FROM HONGKONG.

1965.

"LOWTHER CASTLE" ... 18th April.

"SAGAMI" ... 20th May.

"HINDUSTAN" ... 6th June.

"ERROLL" ...

For Freight and further information, apply to
DODWELL & CO. LTD.

Agents.

Hongkong, 12th April, 1905. 123:

FOR NEW YORK
VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABA
COAST.

THE Steamship

"HUDSON."

Captain Burnett, sailing hence on or about
April 25th.

For Freight & further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,

Oriental Freight Department.

4 Des Vaux Road, Central.

Hongkong, 7th April, 1905. 1923:

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

Fiume and Trieste (DIRECT),
Calling at SINGAPORE, PENANG,
Rangoon, COLOMBO, BOMBAY,
KARACHI, ADEN, SUEZ and PORT
SAID.

Taking cargo at through rates to the Brazils,
to South Africa, Persian Gulf, Red
Sea, Black Sea, Levant, Venice and
Adriatic Ports.

THE Company's Steamship

"TRIESTE."

Captain Dahl, will be despatched as above
on MONDAY, the 1st May.

For information as to Passage and Freight
apply to

SANDER, WIELER & CO.,
Princes' Buildings.

Hongkong, 1st April, 1905. 13.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK VIA PORTS AND
SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABA
COAST).

PROPOSED SAILINGS.

S.S. "ATHOLL" ... About 15th May.

S.S. "NORDPOL" ... About 15th June.

For freight and further information apply to
SHIWWAN, TOMES & CO.,
General Agents.

Hongkong, 8th April, 1905. 912:

COMPAGNIE FRANCAISE DE NAVI-
GATION ET DE CONSTRUCTIONS
NAVALS.

On and after SUNDAY, 9th APRIL.

THE French Steamers

"CHARLES HARDOUIN,"

"PAUL BEAU,"

will leave the Wharf at 9:30 P.M. for CANTON,
every Night, except Saturday.

For Particulars, apply to
MESSAGERIES MARITIMES,

3 Queen's Building.

Hongkong, 8th April, 1905. 1934

HONG-KONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong, on
Week Days, at 8 A.M.; and on Sundays,
about 8:30 A.M.; Departs from Macao on Week Days,
about 2:30 P.M. and on Sundays at 6:30 P.M.

FARES—(week days) 1st Class (including cabin
and servant), Single \$3, Return Ticket \$5.

2nd Class \$1, 3rd Class 50 cents.

Every Sunday will be on Excursion, at the
following rates:

1st and 2nd Class, Single Ticket \$1, Return
\$2; 3rd Class, Single 50 cents, Return
50 cents, Steerage 10 cents.

Tiffin and Dinner can be supplied either on
board, or at the Macao Hotel, for returning
Passengers only, at an extra charge of \$2.

On Sundays, Passengers desiring to have a
Private Cabin, which has accommodation for
two or more Passengers, will be charged \$3
extra.

First Class Passengers who do not care to
return on the Excursion Sunday, will be allowed to
do so the following day (Monday) on production
of the Return Half Ticket. Should the
Steamer not run on the Monday, owing to the
Boiler cleaning, due notice will be given by the
Captain, and the Half-ticket will be available
for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & CO.

2nd Flr. or 16, Victor Street.

Hongkong, 7th October, 1904.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR

STEAMERS

TO SAIL

REMARKS

YOKOHAMA via SHANGHAI } POONA About 15th

MOJI and KOBE April } Freight only.

(Passing through the Inland Sea)

C. R. Longden, R.N.R.

**OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL..	"TELEMACHUS"	On 16th April.
GLASGOW and LIVERPOOL..	"DIOMED"	On 21st April.
GLASGOW and LIVERPOOL..	"CALCHAS"	On 29th April.
GLASGOW and LIVERPOOL..	"MOYUNE"	On 1st May.
GLASGOW and LIVERPOOL..	"DEUCALION"	On 6th May.
GLASGOW and LIVERPOOL..	"KINTUCK"	On 6th May.
GLASGOW and LIVERPOOL..	"MENELAUS"	On 10th May.
GLASGOW and LIVERPOOL..	"NINGCHOW"	On 18th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 27th April.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBE & YOKOHAMA	"TELEMACHUS"	On 19th April.

For Freight, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

[9-10]

Hongkong, 10th April, 1905.

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 14th April.
MANILA	"TEAN"	On 18th April.
SHANGHAI	"TAIWAN"	On 18th April.
IOLO	"SUNGKLANG"	On 21st April.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOTKTOWN, CAIRNS, TOWNS	"TAIYUAN"	On 22nd April.
VILLE, BRISBANE, SYDNEY and MELBOURNE	"KANSU"	On 25th April.
KOBE	"TSINAN"	On 25th April.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		

**BUTTERFIELD & SWIRE,
AGENTS.**

[11]

Hongkong, 12th April, 1905.

REGULAR STEAMSHIP SERVICES

BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
SHANGHAI VIA SWATOW, AMOY AND FOOCHEW	"TRIUMPH"	THURSDAY, 13th April, at 8 A.M.
TAMSUI VIA SWATOW AND AMOY	"PROTEUS"	SUNDAY, 16th April, at 8 A.M.
AMPING VIA SWATOW AND AMOY	"B. BJORNSEN"	WEDNESDAY, 19th April, at 8 A.M.

For Freight, Passage, and further information, apply to Bradley & Co.

OSAKA SHOSEN KAISHA.

Hongkong, 7th April, 1905.

[14]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 19th April.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 26th April.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 16th May.
R.M.S. "ATHENIAN"	3,892 Tons	WEDNESDAY, 24th May.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 31st May.
Hongkong to London, 1st Class	via St. Lawrence \$20.	via New York \$22.
Intermediate on steamer, 1st Class Rail	240.	242.
"	"	"

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the YOKOHAMA & VANCOUVER (B.C.) 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, 9, Pedder Street.

**INDO-CHINA STEAM NAVIGATION CO.
LIMITED.**

(PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION)

FOR	STEAMERS	SO. SAIL.
AMOY & MANILA	"YUENSANG"	Friday, 14th April, 8 P.M.
SHANGHAI	"POOSHING"	Monday, 17th April, 4 P.M.
MANILA	"LOONGSANG"	Wednesday, 19th April, 4 P.M.
STRITSIN	"WOSANG"	Saturday, 22nd April, 4 P.M.
STRAITS & CALCUTTA	"NAMSANG"	Tuesday, 25th April, 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 13th April, 1905. [18]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 13th April, 1905. [18]

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONE CAPTAIN FOR SAILING DATE.

STEAMSHIP	TONE	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	Sat, 15th April, 10 A.M.
RUBI	2540	A. H. Nolley	Manila via Amoy.	Fri, 21st April, 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 10th April, 1905. [15]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA,"

Captain F. E. Burrows carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 22nd April, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Moltavia." 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 10th April, 1905. [15]

THE AMERICAN SYSTEM
OF DENTISTRY

DR. M. H. CHAUN.

37, DES VERS ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. [16]

D. L. BROWN & CO'S
MERCHANT NAVY
NAV BOILED
LONG FLAX
CANVAS
RELIANCE CROWN
TARPAULING
ARNOLD, KARBERG & CO.
New Agents.FOR EUROPE and AMERICA,
INDIA, AUSTRALIA, &c.

and for PRIVATE RESIDENTS AT THE OUTPORTS.

A COMPREHENSIVE AND COMPLETE RECORD
OF THE NEWS OF THE FAR EASTis given in the HONGKONG WEEKLY PRESS,
with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance, \$12 per annum
Postage to any part of the World \$2.

CARLTON HOUSE.

Mr. Roger J. Andap

Mr. Bell, B. V. Barlow

Mr. A. E. Blance

Mr. F. Chapple

Mr. J. C. Cruickshank

Mr. F. Day

Mr. L. T. Delaney

Mr. A. C. Dias

Mr. A. Fletcher

Mr. K. G. Friend

POST OFFICE NOTICES.

The Preussen, with the German mail, left Singapore on Friday, the 7th inst., at 5 p.m., and may be expected here to-day.
 The American mail ex P.M. steamer Mongolia has been transferred to M. M. steamer Tonkin which is expected to arrive here on or about the 17th inst.
 The M.R. Dumbier with the French mail, of the 17th ult., left Singapore on Tuesday, the 11th inst., at 1 p.m., and may be expected here on or about Tuesday, the 18th inst. This packet brings replies to letters dispatched from Hongkong on the 11th February.
 Mail for CANTON, SAMSHU, WUCHOW and MACAO will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m.
 Mails for NAMAO, SANMUI, KONGMUN, KUMCHUK, SAMSHU, WUCHOW and CANTON will be closed every weekday, at 7 p.m. On Sundays the mails will be closed at 9 a.m. No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

POR

PER

DATE.

Svalov, Amye, Foochow and Shanghai	Triumph	Thursday, 13th, 9.00 A.M.
Straits and Bombay	Capri	Thursday, 13th, 11.00 A.M.
Moji, Koko, Yokohama, Victoria H.C. & Tacoma	Shawmut	Thursday, 13th, 11.00 A.M.
Macao	Hungshau	Thursday, 13th, 1.35 P.M.
Kongmien, Kunchuk and Kankong	Sanvi	Thursday, 13th, 2.00 P.M.
Svalov and Bangkok	Rajahari	Thursday, 13th, 5.00 P.M.
Amye and Manila	Yuenmei	Thursday, 13th, 5.00 P.M.
Bangkok	Bangkok	Friday, 14th, 9.00 A.M.
C. Apacor	Friday	Friday, 14th, 10.00 A.M.
Venus	Friday	Friday, 14th, 10.00 A.M.
Gernonnia	Friday	Friday, 14th, 11.00 A.M.
Hengshan	Friday	Friday, 14th, 1.15 P.M.
Nicomedia	Friday	Friday, 14th, 3.00 P.M.
Titafijep	Friday	Friday, 14th, 3.00 P.M.
Wansay	Saturday	Saturday, 15th, 9.00 A.M.
Zafire	Saturday	Saturday, 15th, 1.15 P.M.
Tremou	Saturday	Saturday, 15th, 1.15 P.M.
Hemphill	Saturday	Saturday, 15th, 3.00 P.M.
Shadring	Sunday	Sunday, 17th, 1.15 P.M.
Hemphill	Tuesday	Tuesday, 18th, 3.00 P.M.
Frothing	Wednesday	Wednesday, 19th, 11.00 A.M.
Siberia	Printed Matter and Samples	9.00 A.M.
	Registration	9.45 A.M.
	Letters	10.30 A.M.
Tonkin	Tuesday	18th,
	Printed Matter and Samples	10.00 A.M.
	Registration	10.00 A.M.
	(Registration, with late fee of 10 cents, up to 10.45 A.M.)	
	Letters	11.00 A.M.
Huengshau	Tuesday	18th, 1.15 P.M.
Ton	Tuesday	18th, 3.00 P.M.
Taiwan	Tuesday	18th, 3.00 P.M.
Tijpanas	Wednesday	19th, 10.00 A.M.
Empress of India	Wednesday	19th,
	Printed Matter and Samples	10.00 A.M.
	Registration, with late fee of 10 cents, up to 10.30 A.M.)	
	Letters	11.00 A.M.

TO-DAY.
 Sale, Household Furniture "Burnside,"
 Robinson Road, Messrs. Hughes, Long, 2 p.m.
 TO-MORROW.
 Sale, Household Furniture, Stokes Bungalow,
 East Peak, Messrs. Hughes & Hough, 2 p.m.
 Sale, Curios & Antiquities, 53, Wyndham
 Street, Mr. Goo P. Lamont, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

12th April

ON LONDON.—	Telegraphic Transfer	1/10 ^a
	Bank Bills, on demand	1/10 ^a
	Bank Bills, at 30 days' sight	1/10 ^a
	Bank Bills, at 4 months' sight	1/10 ^a
	Credits, at 4 months' sight	1/10 ^a
	Documentary Bills, 4 months' sight	1/10 ^a
ON L.A.—	Bank Bills, on demand	232 ^b
	Credits, at 4 months' sight	236
ON GERMANY.—	On demand	189 ^c
ON NEW YORK.—	Bank Bills, on demand	454
	Credits, 60 days' sight	454
ON INDIA.—	Telegraphic Transfer	138 ^d
	Bank, on demand	133 ^e
ON CALCUTTA.—	Telegraphic Transfer	138 ^f
	Bank, on demand	132 ^g
ON SHANGHAI.—	Bank, at sight	72
	Private, 30 days' sight	724
ON YOKOHAMA.—	On demand	904
ON MANILA.—	On demand	905
ON SINGAPORE.—	On demand	111 ^h
ON HAIPHONG.—	On demand	114 ⁱ
ON SAIGON.—	On demand	1 p.c. pm.
ON BANGKOK.—	On demand	1 p.c. pm.
SOVEREIGN'S Bank's Buying Rate	\$10.65	
GOLD LEAF, 100 fine, per tael	\$86.10	
BAR SILVER, per oz.	264	

OPTIMUM.

12th April

Quotations are—Allow res. to 1 cent, per picc.
 Malwa New \$1100 to — per picc.
 Malwa Old \$1150 to —
 Malwa Older \$1240 to —
 Malwa V. Old \$1320 to —
 Persian fine quality \$120 to —
 Persian extra fine \$1350 to — per cent.
 Patna New \$1150 to —
 Patna Old \$1124 to —
 Benar's New \$1124 to —
 Benar's Old \$1124 to —

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P.M. str. Mongolia will leave Kobe for this port via Nagasaki and Shanghai on the 13th April, at midnight, and is due here on the 19th April. Her mails have been transferred to the M.M. str. Tonkin, due here on the 17th April.

THE FRENCH MAIL.
 The M.M. str. Diamant left Singapore on Tuesday, the 11th April at 1 p.m.

THE CANADIAN MAIL.
 The C.P.R. str. Empress of Japan left Vancouver on Monday, the 10th April, 1 p.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The Glen Line str. Glencliffy, from London, &c., left Singapore on the 7th April, and is due here to-day.

The P. & O. str. Poone left Singapore for this port on the 9th April at 11 a.m.

The E. & A. str. Empire, from Sydney, &c., left Manila on the 12th April at noon, and is due here to-morrow at noon.

The O.S.S. & C.M. steamer Telemachus left Singapore on the 11th inst. at noon, and may be expected here on the 16th inst.

The Indo-China str. Nansing left Calcutta for this port via the Straits on the 1st April, and may be expected here on the 17th inst.

The P. & A. str. Namanta left Portobello on the 16th inst., and is due here on the 18th April.

The C.-J.-C. Lijia str. Tijpanas left Kobe via Kuchinotou and Amye for this port on the 7th April, and may be expected here on the 18th April.

The O.S.S. & C.M. str. Tydeus, from Pacific ports, is due to leave Moji on 14th inst., for

JOINT STOCK SHARES.

Hongkong, 11th April.

COMPANY.	PAID UP.	QUOTATIONS.
Allambra	\$200	\$100.
Banks		
Hongkong & Shantung	\$125	£125, buyers London, £20.
National H. of China		
A. Shares	£5	£86, sales & buy.
Hull Asbestos E. A.	12s. 9d.	£12.
China Miners Co.		
China Light & P. Co.	\$10	\$10, sales & sol.
China Provident	\$10	\$82, solvers
Cotton Mills—		
Ewo.	Tls. 50	Tls. 32, buyers
Hongkong	\$10	\$16, buyers
International	Tls. 75	Tls. 32, buyers
Laon Kung Mow	Tls. 100	Tls. 35.
Soychep	Tls. 500	Tls. 150, sellers
Dairy Farm	\$3	\$15, buyers
Docks and Wharves—		
Farnham, B. & Co.	Tls. 100	Tls. 157, sales
H. & K. Wharf & G.	\$50	\$107, sellers
H. & W. Dock	\$50	\$204, sellers
New Asia Dock	\$50	\$21, sellers
S'hai & H. Wharf	Tls. 100	Tls. 175.
Fenwick & Co. G.	\$25	\$39, sellers
I. Island Cement	\$10	\$27.
Hongkong & C. Gas	\$10	\$16, buyers
Hongkong Electric	\$10	\$17, buyers
Do. New	\$5	\$11, buyers
H. H. L. Tramways	\$100	\$210, buyers
Hongkong Hotel Co.	\$50	\$160, buyers
Hongkong Ice Co.	\$50	\$22, sellers
Hongkong R. Co.	\$10	\$15.
Hongkong S. Waterboat	\$10	\$24, sales
Insurance—		
Canton	\$20	\$265, sales & buy.
China Fire	\$20	\$95, sales & sol.
China Traders	\$25	\$65, sellers
Hongkong Fire	\$50	\$10, sellers
North China	25	Tls. 05, sellers
Union	\$10	\$70, sellers
Yangtze	\$90	\$170, buyers
Land and Building—		
Hongkong Land Inv.	\$100	\$140.
Humphry's Estate	\$10	\$121, buyers
Do. New	\$30	\$204, sellers
Kowloon Land & I.	\$30	\$15, sellers
Shanghai Land	Tls. 50	Tls. 115, sellers
West Point Building	\$50	\$35, sellers
Mining—		
Charbonnages	Feu. 250	\$490.
Ruits	18/10	54, sellers & buy.
Philippine Co.	\$10	\$91, sellers
Rofineries—		
China Sugar	\$100	\$224
Luzon Sugar	\$100	\$27, sellers
Steamship Companies		
China and Manilla	\$25	\$21, sellers
Douglas Steamship	\$50	\$344, buyers
H. Canton & M.	\$13	\$164, sellers
Indo-China S.N. Co.	\$20	\$121, buyers
Shell Transport Co.	\$1	10, 10s.
Do. Preference	\$10	\$374, sellers
Star Ferry	\$5	\$274, sellers
Do. New	\$50	\$30.
Shanghai & H. Dying	\$25	\$23.
South China M. Post	\$25	\$7, buyers
Steam Laundry Co.	\$10	\$14, buyers
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$36.
Powell & Co., Wm.	\$10	\$121, sellers
Watkins	\$10	\$35, sellers
Watson & Co., A. S.	\$10	\$121, buyers
United Asbestos	\$4	\$94.
Do. Foundries	\$10	\$14, buyers
VEENON & SMITH, Brokers.		

HONGKONG TIDE TABLE.

From 13th to the 10th April
To correct Zone Time add 23 min. and 18 sec.

TIME	WATER	LOW WAT.
12.00	Hongkong Mean Tide	Hongkong Mean Tide
1.00	1.13	1.00
2.00	2.24	1.87
3.00	3.35	2.54
4.00	4.46	3.61
5.00	5.57	4.68
6.00	6.68	5.75
7.00	7.79	6.82
8.00</		